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Hongkong Daily Press.

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四拜禮

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Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

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Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Taiping) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

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Hongkong, 2nd May, 1914. [51]

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FRANK L. COOKE,

Manager. [39]

THE MURDER OF A LAPPA CUSTOMS OFFICER.

CIVIL AND MILITARY GOVERNORS' REPORT.

The following is a translation of a joint memorial submitted to the President by the Civil Governor of Kwangtung Li Kuang-shan and Chiang Chien Lung Chikwang in reply to a Presidential order for a report as to a complaint laid before the President by the Customs Affairs Bureau. The complaint stated that a foreign Customs officer had been killed, another wounded, and robberies had occurred:—

We have the honour to state that in March this year we received a Presidential Mandate through the Secretary of State reading as follows:—"It is hereby notified that according to a report received from the Customs Affairs Bureau certain Customs officers were murdered and wounded, and certain important papers belonging to the Customs were stolen."

The fact that a Customs officer of the Kung Pei Customs (Lappa Island) was shot by smugglers in December last year and that brigandage took place in certain Customs offices at Chao Chou has been suffering a great deal. If foreigners are involved, who will be responsible? Is it not the duty of the Civil and Military Governors of the said province to be responsible for the suppression of the brigands? I hereby order that the said Governors shall subordinate strictly to endeavour to secure the arrest of the murderers and brigands and not to neglect their duties as hitherto, or to throw any impediment in the way of the arrests. I also hereby order the Board of Navy to depute a special officer to proceed to Canton with a gun-boat. He shall assist the two Governors in the suppression of robbers and pirates along the coast and shall have the same responsibilities as the two said Governors. The murderers and brigands in question must be caught as soon as possible, so as to restore tranquillity in the locality and to maintain Customs affairs."

In the connection we are quite ashamed of ourselves for the negligence of our duties. We are also very grateful to your Excellency for the instructions given us relating to the arrest of the robbers.

A STATEMENT OF FACTS. On 28th December, at night, two tideswaiters, Gloss and Allen (translated names) of the Kung Pei Customs were returning to their duties when they saw a vessel near Ho Feng Wei, a part of the Hsiang Shan District. Suspecting the vessel, they shouted to the men on board to stop and both the tideswaiters jumped from their boat to the vessel to examine it. They found a large quantity of corn being smuggled to Macao for sale. The smugglers, seeing there were only two foreigners who were on the point of arresting them, fired at them, causing the death of Allen, Gloss being wounded. Ho Feng Wei is about one and a half miles from Lappa Island, and nearly a mile from Ching Chou. This took place at night and the place is near foreign settlement. The murderers at once escaped to Macao. On receiving information from the Magistrate of the Hsiang Shan District and the Chief of the Battalion stationed there, we lost no time in offering a reward for the arrest of the murderers, and it is due to the merit of the officers of the battalion that Chen Tao, the murderer, Chang Hsi-ming, the owner of the corn, Huang Liang, the cook, Chen Yung-ko, Wu Hua-pao, Chen Li-shih and Wu Liang-shih, the boatmen and boat-women, were captured within ten days. These prisoners have been tried and sentenced by the Magistrate. Gloss, the wounded tideswaiter, has been sent to a hospital for medical treatment and he has recovered. The corpse of the deceased has been found and the Commissioner of Customs has been instructed to recommend a gratuity for his relatives.

THE CHAO CHOU CASES. With regard to the robberies committed in Chao Chou we beg to say that there were two cases, one at the pass near Chao Hou in the Chao Yang District in which \$150 was stolen; one at the Hsi Ho pass near Huang Kang Kou in the Yao Ping district, in which \$9 odd and copper cash to the amount of 1,600 coins and some clothes belonging to the Customs officers were stolen. We at once gave orders for the arrest of the robbers and one Yu Ho-ku was caught by the battalion. The other robbers are still at large. Further orders have been given to the troops stationed at those places for the capture of the other men connected with the case. They have been strictly commanded to guard the districts and warned against the occurrence of similar cases.

DIFFICULTIES IN DEALING WITH ROBBERS. We further beg to state there are many difficulties in dealing with robbers in Kwangtung, which has been infested with brigands since ancient times. Firstly, as this province is near Hongkong and Macao, it is easy for them to escape and conceal themselves. Secondly, there are so many islands near Canton that the troops are not sufficient to cope with the robber evil. On this account we can only clear those places where most robbers clear, and hope that steps will be taken gradually to deal with other places. There are two classes of desperadoes, land and water thieves. In capturing land thieves we ought to commence with the Kwangchow districts. In capturing water thieves we should commence with Hsi Kiang river. A report was submitted to your Excellency some time ago, together with particulars. Again there are two sea routes: if we sail against the Pearl River we must pass Tai Ping Sha in the Nan-hai District. If we sail from Hongkong we must pass Chi and Ao in the Hsiang Shan District. At these two places numerous robberies have occurred

and the troops and police often lay siege to the robber dens and many brigands have been caught and punished. An army has been stationed there in order to prevent brigands collecting. It is reported that robberies are not so numerous now. Since our predecessors left us a Government of confusion and disorder, and with robbers as countless as hairs on the body, this blame cannot be wholly laid on us. We really cannot plead guilty to the charge as alleged by the Inspector General of Customs that the Canton Government is worse than it was two years ago, and we are quite at a loss to understand where he derived his information. We have the greatest pleasure in saying that Canton is fortunate enough to have an officer appointed to this province to render services for the suppression of disorder and the arrest of the guilty parties. Besides communicating with Mr. Yao Hui-min, Commander of the gunboat dispatched by the Board of Navy, and the land force and police to exercise more zealous energy in clearing the various places of robbers, so that public peace may be maintained and your Excellency's anxiety relieved, we most respectfully submit herewith our memorial for your information.—Peking Gazette.

MANCHURIAN MINES.

According to the latest investigation made by the Japanese Colonization Bureau of the Three Eastern Provinces, the area of wild land in Mukden province is 14,400,000 cho (243,000,000 chih-kun); and in Kirin province, 37,800,000 cho in Amur province. When cultivated these tracts of land would be sufficient to support a population of 60,000,000.

Japan has obtained the right of freely working mines and owning land in Manchuria by virtue of the prospective treaty, but that does not mean the immediate outbreak of enterprises in those provinces. In South Manchuria money has been invested in land by the South Manchuria Railway Company to the extent of 4,000 cho, and by other private persons to the extent of 7,000 cho, all in the form of lease from the native owners. The South Manchuria Railway Company has selected a barren land with the object of converting it into paddy fields. The lots have been bought at 9 yen and some expenses have been spent on them for development. The average rate of returns is said to be 12 per cent. In South Manchuria there is no extensive wilderness calculated to make good paddy fields. Vegetable farms can be got at 30 yen or upward per cho, but the Japanese farmers can not expect any large returns for their money and labour from the farms.

In East Mongolia the roads to the South of Chenchiatun are so bad that no one except the natives can carry on any agricultural enterprises in those parts. Moreover there is little room for aliens to occupy any place. The districts available for the Japanese are, therefore, only barren lands in South Manchuria and a strip of land to the North of Chenchiatun in East Mongolia. Such is at least the views held by the authorities of the South Manchuria Railway Company and the Kwangtung Government General. The investigations into the land questions in Manchuria are indeed very defective and incomplete. Even the Agricultural Station belonging to the South Manchuria Railway Company has no adequate materials for the supply of any information regarding the subject. The company is said to have decided to despatch a commission of experts to those districts to complete the investigations regarding land.

Mineral deposits also are not so rich in Manchuria except the mines being worked by the Japanese at Fushin, Yantai, Kuanchentse, Huoshihling, Niut-sintai, and Penchihui. Among others the principal veins in Manchuria are at Hsiao-shih, Saimassu, Hsichin, Fuchou, Chiapikou, Tungkuangling and Chien-shan-shih. They are mostly worked by natives on a small scale. Even if Japanese capital be employed it is doubtful if they will yield much profit. The copper, gold, and silver mines also are of insignificant value owing to the small percentage of pure ore contained. In East Mongolia also there are some mineral veins, but nothing is known about them. In any event it must be long before they are worked.

For conducting investigations into those points every assistance has been given by the Geographical Laboratory of the South Manchuria Railway Company. If the result of the investigations be satisfactory the company has never refused any help and—proved a great stimulant to the Japanese enterprises in Manchuria so far, but it is to be feared that the company has been recognized. In the Japanese business community therefore assistance from Chosen is eagerly expected.—Asahi.

EXPORT OF JAPANESE TEA TO AMERICA.

RISE OF FREIGHT.

By the recent transfer of the O.S.K. s.s. *Indo Maru* to the European service, the total number of vessels engaged in the ocean-going service, apart from the regular liners, has been raised to 70 with aggregate gross tonnage of 290,000, says the *Manchurian Daily News*. This figure represents about one-seventh of the total cargo tonnage of Japan. In consequence Japanese tea exporters now keenly feel the shortage of tonnage. There are only 16 available vessels owned by three Japanese shipping companies and 7 vessels by the Pacific Mail Steamship Co. The recent accident to the s.s. *Minnesota* has resulted in the serious decrease of cargo capacity, and three Japanese vessels of 6,000 tons class have been arranged to take over the cargoes on board the *Minnesota*.

A group of tea exporters have approached the shipping companies to have hold space for export tea reserved, but these propositions are not good enough to be considered, there being ways open for a more lucrative employment of the vessels. Under these circumstances, the Pacific Mail S.S. Co. has taken the initiative in raising the freight on tea by G. \$2 per ton from Japan to the Pacific coasts and by 25 cents per 100 lbs. to New York.

SINO-RUSSIAN-MONGOLIAN AGREEMENT.

On the 7th inst. the agreement between China, Russia and Mongolia was signed. There are also two Notes, the first relating to the amnesty for political offenders, and the second to telegraph questions which have to be settled hereafter.

The agreement contains twenty-two articles. The preamble states that His Imperial Majesty the Tsar of Russia, His Excellency the President of the Chinese Republic, and His Holiness Bogdo Geyzan Damba Khoutuktu Khan of Outer Mongolia enter into the agreement through their accredited representatives. The substance of the agreement is as under:—

Article I. states that Outer Mongolia recognises the Russo-Chinese Agreement of 1913.

Article II. states that Outer Mongolia recognises the suzerainty of China, and that Russia and China recognise the autonomy of Mongolia, the latter being part of Chinese territory.

Article III. declares Outer Mongolia from making treaties with foreign Powers in regard to political and territorial matters. The Chinese Government agrees to conform to Article II. of the Russo-Chinese Notes exchanged in 1913. (This was a commercial document.)

Article IV. deals with the title of the Hutukhuu and provides that the Chinese calendar shall be used in all official acts with China in conjunction with the Mongolian calendar.

Article V. states that the Mongols are to have the right of internal administration and to make treaties with foreign Powers on commercial and industrial matters.

Article VI. provides that China will not interfere with the internal affairs of Mongolia.

Article VII. provides that a Chinese representative shall be stationed at Urga and shall be entitled to have an escort of 200 soldiers. Assistant representatives shall be stationed at Uliastai, Kobo and Kiachta, each with an escort of 50, and other representatives may be appointed by agreement with Mongolia and shall also have the right to similar escorts.

Article VIII. provides that the Russian representative at Urga shall have an escort of 150 men, and consular representatives elsewhere of 50 men.

Article IX. relates to ceremonies. It provides that Chinese officials shall be given precedence on official occasions and also provides that the Chinese representative shall have the right of audience when desired.

Article X. provides that the Chinese officials will take care that the autonomous government of Mongolia shall do nothing to affect the rights under the Chinese suzerainty over Outer Mongolia.

Article XI. relates to boundaries. The eastern boundary is the province of Barga, the southern is Inner Mongolia, the south-western is Sinkiang, and the western is Afghani. A commission to deal with the delimitation of boundaries will be appointed. It must begin work within two years.

Article XII. relates to customs duties and provides that Chinese merchants entering Mongolia shall not pay customs duties, but shall be liable to linen and other internal charges established by the Mongolian Government and its laws.

Articles XIII, XIV, XV, and XVI. deal with questions of jurisdiction and extra-territoriality in connection with mixed cases. The Chinese recognise that in mixed cases between Chinese and Russians both delegates shall jointly investigate and sign the judgment together.

Article XVII. states that the telegraph line in Outer Mongolia is the property of Mongolia. The tariffs, etc., will be settled by a technical commission.

Article XVIII. provides that the Chinese post offices at Urga and Mongolia Kiachta will remain under Chinese jurisdiction.

Article XIX. stipulates that the Mongolian Government will give land for the purpose of buildings for the Chinese representative and his escort.

Article XX. provides that the Chinese representatives will be entitled to the same privileges in regard to the Mongolian Postal service as the Russian representative.

Article XXI. states that all declarations between China and Russia and the Commercial Protocol of 1912 shall remain in force.

Article XXII. provides that there shall be three copies of the Agreement made in four languages, French to rule.—Peking Daily News.

AMERICAN CHAMBER OF COMMERCE FOR SHANGHAI.

PROVISIONAL COMMITTEE APPOINTED.

The proposal to form an association in the interests of American commerce in China was discussed by business men at the Palace Hotel, Shanghai, last week, and found unanimous acceptance. The attendance numbered about fifty, and included the American Consul-General, Mr. T. Sannous. Mr. J. H. McMichael was voted to the chair.

There was an informal discussion, and many suggestions were put forward as to the scope and conduct of the proposed association, the desirability of forming it being practically taken for granted by all present. It was decided to give the new organization the name of The American Chamber of Commerce of China. A provisional committee, with Mr. J. H. McMichael as chairman, and Mr. P. L. Bryant as secretary, was appointed and instructed to frame by-laws and a constitution for the Chamber, and submit them to a meeting of members for confirmation. The members of this committee are: Messrs. F. A. Fairchild (China and Japan Trading Co.), J. W. Dollar (Robert Dollar Co.), J. H. McMichael (Fraser & Co.), O. H. Ritter (Pacific Mail Steamship Co.), H. Blake (Standard Oil Co.), Thomas Cobbs (British-American Tobacco Co.), N. T. Saunders (R. H. Macy & Co.), Carl Seitz (China Import & Export Lumber Co.), and J. N. Jamieson (Wiser & Co.).

NEW YORK'S GERMAN TRADE.

THE FIGURES FOR MARCH.

The Collector of the port of New York (says the *Daily Mail*) in his report for March shows that imports from Germany through New York amounted to £1,209,660 compared with £2,292,115 in March, 1914.

Only £2,131 worth of goods were exported to Germany direct. But those to neutral countries were as follows:—

	Mar. 1915.	Mar. 1914.
To Holland	£1,922,263	£295,240
To Sweden	1,544,370	128,815
To Denmark	1,048,292	93,309
To Norway	545,017	109,270
To Greece	653,640	15,480
To Italy	1,743,048	420,602

The total exports amounted to £25,353,905, an increase over March, 1914, of 60 per cent. Of this Great Britain took £2,811,795 and France £4,751,937.

The imports from Great Britain amounted to £2,714,000, only £30,000 less than in March, 1914; and from France £1,340,386, a diminution of about 50 per cent.

SHANGHAI AND THE WAR.

The following items of interest are taken from the *N. C. Daily News*:—

We learn that Mr. Henningsen, a brother of Mr. H. F. Henningsen, the foreign Superintendent of the Chinese Telegraph Office in Peking, and of Mrs. J. C. Dyer, of Shanghai, has obtained a commission in the Royal Scots Fusiliers and will be at the front very soon. Mr. Henningsen was the General Manager in the Far East years ago and is the son of the late Mr. J. Henningsen, who for many years was the General Manager in the Far East of the Great Northern Telegraph Co. The late Mr. Henningsen was a Dane.

In this connection it is of interest to quote what another neutral has to say about the war. "We neutrals," says the writer, "are being looked askance at by everybody, and it is not to be wondered at, considering that we do not even dare in our Press at home to declare our disgust with the German way of carrying on this war. It is indeed humiliating to belong to a nation which does not even dare to express an opinion for the fear of being smashed by its great neighbour. I tell you, my boy is going to be a Briton and that is the idea of letting him be educated in England. I wish I could become a Briton too. I have a feeling of being looked askance at by any one of the belligerent nations."

Mr. Vivian Davies has been promoted to the rank of Adjutant, and is with the Army Service Corps at the front. Mr. Lowry, formerly known as "Father" among members of the Shanghai Club, among members of the Shanghai Club, and was due to arrive in England last month.

Mr. J. Tolson, who represented his father's firm—Chisnall & Tolson, of Manchester—in Shanghai from 1906 until 1910, has joined the West Dorset Regiment and was in the trenches at Neuve Chapelle. He was unwounded at the time of his last letter.

Dr. C. Bennett, Medical Officer of the Customs at Woosung, has received a Commission in the Army Service Corps.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.B.

- 1.—Private A. B. Stewart joined the Corps on 16th inst., allotted Corps No. 1360 and posted to Scouts Company (No. 3 Section).
- 2.—Any N.C.O. or man detailed for duty with a guard who is incapacitated by sickness must obtain a medical certificate from the Medical Officer of the Corps and immediately inform the Officer in Command of the guard or the Adjutant, in order that a substitute may be detailed. Failure to comply with this order will be treated as a serious offence.

- 3.—Parades for Thursday, 17th instant, 5.30 p.m. Right Section M.G. Co., Squad Valley. Fall in on road between Happy Valley and City Hall at 5.15 p.m. and proceed by special tram, 5.30 p.m. N.C.O.s and men of No. 1 Section Artillery Battery, Centre and Left Sections M.G. Co., Civil Service Co. and Scouts Co. who were not present when their units were inspected, Squad Drill and Rifle exercises at Headquarters. Recruits under Sergt. Bullock.

- 4.—On duty at Headquarters: H.K.V.R. On duty at Gun Club Hill, Kowloon: H.K.V.R.

- 5.—AT KOWLOON (DETENTION CAMP). On duty to-night: No. 2 Section Artillery Battery.

- 6.—On duty: Lieut. Danby. Orderly Officer: 2nd-Lieut. Bonnar, H.K.V.R.

- 7.—Orderly Sergeant: Sergeant Hurley, H.K.V.R.

- 8.—G. E. Stewart, Capt., Adjutant, H.K.V.R.

- 9.—HONGKONG POLICE RESERVE.

- 10.—(CENTRAL POLICE STATION.)

- 11.—PARADES.

- 12.—Thursday, June 17th.—All N.C. Officers under D.S.P.

- 13.—Friday, June 18th.—No. 1 Platoon, British Company, with Service Rifles.

- 14.—BILLIARD COMPETITION.

- 15.—Platoons are to parade for training under their Commanders as follows:—

- 16.—No. 1 British and Indian, Tuesday and Friday.

- 17.—Nos. 1 and 2 Chinese, Monday and Wednesday.

- 18.—Nos. 3 and 4 Chinese, Thursday and Saturday.

- 19.—Nos. 1 and 2 Portuguese, Monday and Wednesday.

- 20.—Nos. 3 and 4 Portuguese, Tuesday and Friday.

- 21.—No. 2 British, Tuesday and Thursday.

- 22.—F. C. JENKIN, D. S. P. (Reserve).

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

(TELEPHONE 1741).

TROPICAL WEIGHTS IN

AERTEX CELLULAR SHIRTS & UNDERWEAR.

AERTEX VESTS

\$2.00 TO \$3.50 EACH.

AERTEX DRAWERS

\$2.00 AND \$3.50 PER PAIR.

AN AERTEX CELLULAR COTTON VEST (HALF SLEEVE) AND TRUNK DRAWERS, as illustrated, is an Ideal Suit of Summer Underwear.

WHITE LISLE DAY SHIRTS

SOFT SINGLE CUFFS.

\$3.75 AND \$5.00 EACH.

WHITE LISLE TENNIS SHIRTS

COLLAR ATTACHED.

\$3.75 EACH.

WHITE "COTELLA" DAY AND TENNIS SHIRTS

\$2.75 EACH.

Wear AERTEX Cellular

and keep cool.

AERTEX ventilates the body—lets out the heat and keeps the skin dry and cool.

It prevents that uncomfortable warm feeling caused by too closely woven underwear. It is beautifully soft and will not irritate the most sensitive skin. Doctors recommend it as the most healthy fabric ever invented.

LANE, CRAWFORD & CO.

[22]

WE

ARE OFFERING FOR ONE MONTH ONLY

A SPECIAL LINE

IN

DRAB LINEN,

COAT AND TROUSERS \$7.50.

GROSE & CO., LTD.,

TAILORS.

29, DES VOUTS ROAD,

HONGKONG.

LONDON CUTTER.

Hongkong, 14th June, 1915.

[663]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

24 PAGES!!

24 PAGES!!!

NEW ADVERTISEMENTS

NOTICE

THE 6 PER CENT. INTERNAL LOAN OF THE 3rd YEAR OF THE CHINESE REPUBLIC (1914).

THE Public are hereby notified that the SECOND PAYMENT OF INTEREST on the 6% Internal Loan of the 3rd year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations governing the Payment of Interest of the Loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the Payment of Interest, the following important points are hereby published for general information—

1. The date when the Payment of Interest begins: 30th June, 4th Year of the Chinese Republic.

2. The Organs authorised for the Payment of Interest:

- All Magistrates' Yamen.
- The Head and Branch Office of the Bank of China and of the Bank of Communications.
- The Reliable Agents of the above-mentioned two Banks.
- All Maritime Customs Offices.

3. The Methods for the Claiming of Interest. The Public when Claiming for the Interest must not down the matured Coupons and proceed to any of the above-mentioned Organs with the said Coupons. The said Organs after examining the said Coupons will then pay the Interest and retain the Coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut down the Coupons themselves, as the said Bonds have to be examined first by the Organs concerned.

The matured Coupons can be used as cash in Payment of Land Tax. The Interest of the Coupons is expressed in term of "Big Dollar," and if it is required to be converted into Taels or Copper Cash, then the Rate of Exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The blank Coupon No. 1 of each Bond must be cut out at the time when the Coupon No. 2 is presented for payment in cash or for payment of Land Tax and to be handed over for cancellation together with Coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised Organs above-mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS. [668]

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE and MOJI

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the boats and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, has been effected.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th June, 1915. [29]

NOTICE TO CONSIGNEES.

P.M. S.S. "MANCHURIA"

FROM SAN FRANCISCO, JAPAN PORTS and MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bill-of-Lading for counter-signature and take in immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately, solely at Consignees' risk and expense.

Cargo remaining on board 17th June, at Noon, will be subject to landing charges, and if undelivered 23rd June, at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All claims and other damaged Cargo will be examined at the above Company's Godown 21st June, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignee and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 30th June otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 15th June, 1915. [118]

S.S. "ATLANTIQUE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above steamer are hereby informed that their Goods will be loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd June, at Noon, will be subject to landing and storage charges.

All Claims must be sent in on or before the 15th June, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, 23rd June, at 12 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 31st May, 1915. [72]

NEW ADVERTISEMENTS

NOTICE.

JUDGMENT CREDITORS of the Hong Kong Firm, of "Hongkong," Contractors, who have obtained certified orders against Messrs. PALMER & TURNER for the attachment of the debts due by them to the said Hong Kong Firm are hereby informed that the sum of \$2,000 with interest which was paid by Messrs. PALMER & TURNER to the Undersigned on the 17th March, 1915 will be handed over by the Undersigned to Mr. FUNG HON PAK, alias SHING TAI TONG, alias legal proceedings are commenced in Hongkong by any of the said creditors before the expiration of one month from this date, and at the same time Notice of such proceedings is given to the Undersigned.

GEO. K. HALL BRUTTON,
Solicitor for the said FUNG HON PAK,
alias SHING TAI TONG.
Hongkong, 16th June, 1915. [609]

YOUR DULL SAFETY

BLADES.

NEED NOT BE THROWN

AWAY.

75 Cts. Send them to our Expert Razor

per Cutler. He will resharpen any

Doxon. make of Safety Razor as keen as

New. He sharpens everything.

CAMPBELL, MOORE & Co., Ltd.

Hongkong, 16th June, 1915. [607]

MESSRS. KOMOR & KOMOR

EXHIBIT at their ART GALLERY

E. Alexandra Buildings.

FOR 10 DAYS ONLY,

FORTY-FIVE SELECTED

PICTURES

by

E. KATO.

An inspection is cordially invited.

KOMOR & KOMOR.

Hongkong, 8th June, 1915. [646]

KEROSENE.

WHAT OIL do you get? and what do you

pay?

Probably you tell your boy to get just "Oil"

from the Compradore. Why not tell him to

get "FISH" or "CROWN"?

It is just as easy, and you will be certain to

get something good. Besides, you will pay

less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD

USE IS

"CROWN."

Packed in naked tins without case. Price for

2 tins, \$3.50.

KUI YICK & Co.,

73, Queen's Road West.

Hongkong, 7th June, 1915. [642]

G. R.

NOTICE.

ALL Persons applying to the PROVOST

MARSHAL for Passes are requested to

future to apply between the hours of 9 A.M. to

1 P.M. and 3 to 4 P.M. daily.

Hongkong, 16th February, 1915. [292]

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

[602]

JUST RECEIVED:

TASTELESS

STAMP HINGES.

PURE, PEELABLE, PEERLESS.

GRACA & CO.

No. 11A, CAINE ROAD.

Hongkong, 9th June, 1915. [465]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of Every Description

in Stock

Developing, Printing and Enlarging

'Canton Marble' in Various Shades

Telephone 1219.

Hongkong, 4th February, 1915. [516]

HOUSES TO LET

TO LET AT THE PEAK.

WELL FURNISHED 5-ROOMED HOUSE, 3 Bathrooms, Self-heating, dust-proof Dry Room, Large Basement and Servants' Quarters.

Apply—
Care of "Daily Press" Office.
Hongkong, 15th June, 1915. [606]

TO LET.

"HOMEVILLE" No. 153, Wanchai Road, 10-Roomed House, with Small Garden, Splendid View of the Harbour.

TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).
Apply—
Care of "Daily Press" Office.
Hongkong, 14th June, 1915. [601]

TO LET—AT THE PEAK.

TILL THE END OF SEPTEMBER.

NO. 2 STEWART TERRACE.

Furnished and newly done up.

Apply—
H. E. POLLOCK,
Princess Building.
Hongkong, 10th June, 1915. [63]

TO LET.

SPACIOUS GODOWN, No. 10, Ice House Street.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 9th June, 1915. [651]

TO LET.

HOUSES in TORRES BUILDINGS, Kowloon.

Apply to—
SPANISH DOMINICAN
PROCURATOR.
Hongkong, 9th June, 1915. [601]

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 8 Rooms, with ample Servants' Quarters.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 1st June, 1915. [615]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within.
Hongkong, 1st June, 1915. [616]

TO LET.

BRITISH CONCESSION, SHAMEN, CANTON.

JUST Completed: Building of Modern Fire-Proof Structures; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.

Apply—
T. E. GRIFFITH, Ltd.,
Canton, 25th May, 1915. [611]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY-ROAD, Hongkong, with possession on or about 15th August next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.

"PENYBREW," Minton Row, Kowloon, 6-Roomed House, with Tennis Court, 2 and 3. MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 4th June, 1915. [580]

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st March, 1915. [46]

TO LET.

THE GROUND FLOOR of No. 6, DES VOUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th February, 1915. [1272]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

69, THE PEAK "THE RETREAT."

21, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's BUILDING Second Floor, Overlooking Harbour immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [79]

TO LET.

THE South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st March, 1915. [136]

INTIMATION



stands for Excellent, and anyone who drinks our E PORT. E

SHERRY, E WHISKY

or E BRANDY can be in

no doubt that the letter E

signifies excellence of a high order

and good value for money. By

buying in bulk from the very best

firms, and bottling ourselves, we are

able to give our customers better

value for money than we could by

importing the same thing by the

case. There is an old saying "Wines

mature in bottle, Spirits in cask."

That is the reason d'être of

our magnificent wine vaults, which

challenge comparison with anything

of the kind not only in Hongkong

but the Far East. There our wines

are bottled off soon after they arrive,

but our spirits, except for a small

stock to meet daily requirements,

are kept in wood. That is why our

spirits improve in quality, and

spirits imported in case do not. Our

customers get the benefit of that

increment in value, as we charge

nothing for it. We cordially invite

our customers to pay a visit of

inspection to our wine vaults, and

satisfy themselves that the above is

no idle newspaper puff.

A. S. WATSON

& CO., LTD.

WINE & SPIRIT MERCHANTS.

[13]

HONGKONG OFFICE: 104, DES VOUX ROAD C.

LONDON OFFICE: 131, FINEST SQUARE, E.C.

The Daily Press.

HONGKONG, JUNE 17TH, 1915.

THE VEIL OF SECRECY.

For more than a week there has been

a singular absence of news respecting what

is happening on the British front in Bel-

gium as well as in respect of the operations

in Gallipoli. There is a comforting old

adage which assures us that "no news is

good news." We trust it may be so in

the present instance. The last news we

had concerning the operations in Belgium

was in an Amsterdam message, dated the

9th inst., which told us of "enormous

movements of German troops" in the

direction of the Yser Canal, and that in

connection with this movement the Belgo-

Dutch frontier had been closed and barbed

and electric wires had been run along the

whole line of frontier. This news naturally

put us all on the tenterhooks of expectation, for what other

meaning could it have than that another

determined German assault on the British

positions was imminent? We still wait

for confirmation of these expectations.

After a complete silence of over a

week we had yesterday two items of intelligence

which serve to show that if anybody has

been alarmed by this report it is not the British

and Belgian troops in that region, for we are

told, firstly, that a Belgian battalion has

crossed the Yser near Dixmude railway

bridge, and organised the ground won; and

THE WAR.

OPERATIONS IN GALLIOLI.

SATISFACTORY DESPATCH.

PREMIER'S SPLENDID SPEECH.

HELP OF EVERY BRITON WANTED.

IMPORTANT SUCCESS IN WEST AFRICA.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

SATISFACTORY NEWS FROM GALLIOLI.

TURKISH OFFENSIVE SENSIBLY WEAKENING.

LONDON, June 15th.

The Press Bureau announces that a most satisfactory despatch from the Dardanelles has been received. The situation has developed into trench warfare.

The Turks since our victory of the 4th inst. grew to respect our offensive. Day and night they have had to submit to captures of trenches. Two of the Regular regiments on the night of the 11th inst. seized the Turkish advanced trenches, killing many snipers en route, and maintained the captured positions despite the enemy's bombs.

On the 13th the Turks counter-attacked, but were annihilated by our Naval and machine-guns.

The situation is favourable to us, but progress is necessarily slow owing to the very difficult ground.

The Turkish offensive is sensibly weakening.

LATER.

Mr. Asquith, when referring to the Dardanelles in his speech in the House of Commons, expressed the opinion that we shall push through to a successful issue.

THE SULTAN OF TURKEY.

AMSTERDAM, June 15th.

It is officially announced that the Sultan of Turkey did not attend the last Selamluk owing to catarrh.

AFRICA.

[BRITISH FOREIGN OFFICE CABLES.]

THE OPERATIONS IN WEST AFRICA.

LONDON, June 15th.

The Colonial Office announces that a telegram received from the Governor-General of Nigeria (Sir Frederick Lugard) reports that Garua, the attack on which commenced on May 31st, surrendered unconditionally on June 11th to an Anglo-French Force. Garua was an important German station on the Benue River and since the repulse on August 29th of the first British attack, it had been considerably strengthened.

[THROUGH REUTER'S AGENCY.]

IMPORTANT STAGE OF THE WAR CONCLUDED.

LONDON, June 15th.

The surrender of Garua completes the most arduous task of the Allies in the Northern Cameroons, concludes an important stage of the war in West Africa, and releases a large force to co-operate with General Dobell in the Central Cameroons.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN COUNTER-ATTACK REPULSED.

PARIS, June 15th.

5.10 p.m.

To-day's communiqué says that the German counter-attack at Quenneviere was completely repulsed.

A long range gun was fired into Compiègne, but no damage was done.

ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

AUSTRIANS ATTEMPT TO FIRE A FOREST.

ROME, June 15th.

A communiqué says:—The Austrians attempted to ignite the forest of Montefalco, but were repulsed with rifle fire. The successful bombardment of Malborghetto continues. The lower part of Fort Hensel has been destroyed.

The enemy's losses at Plava were of the heaviest. The Austrians here have been withdrawn from the Serbian front.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TRAWLER SUNK WITHOUT WARNING.

LONDON, June 15th.

A submarine sank the trawler *Argyll* in the North-Sea without warning in two minutes. Seven men were drowned, including the Captain.

BRITISH NAVAL CASUALTIES.

LONDON, June 15th.

In the House of Commons Mr. Asquith announced that the total naval casualties had been:—

Killed: 540 officers; 7,696 men.
Wounded: 181 officers; 2,262 men.
Missing: 74 officers; 2,783 men.

REAR-ADMIRAL MADDEN.

LONDON, June 15th.

Rear-Admiral C. E. Madden, C.V.O., has been promoted Vice-Admiral.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

FRENCH AIR RAID.

PANIC AT KARLSRUHE RAILWAY STATION.

PARIS, June 15th.

As a reprisal for the German attacks on defenceless British and French towns 23 aeroplanes left at 3 o'clock in the morning and reached Karlsruhe, despite a northerly wind. The aviators dropped 130 bombs on points specified, namely, the Castle, arms factory, and railway station. A panic occurred at the railway station, and the trains were hurriedly despatched. The aeroplanes were heavily cannonaded both going and coming, but all returned except two.

AMSTERDAM, June 15th.

It is announced in Berlin that five hostile airmen threw bombs on Karlsruhe. Several persons were killed or wounded, and damage was done in numerous places.

GENERAL.

[THROUGH REUTER'S AGENCY.]

CONFINED BRITISH OFFICERS RELEASED.

LONDON, June 15th.

British officers who had been solitary confined in Germany have now been released, in consequence of the release of the German submarine prisoners in England.

TRIUMPH OF M. VENIZELOS.

ATHENS, June 15th.

The results of the Greek elections are as follow:—

VENEZELISTS 193
GOVERNMENT 100
OTHER PARTIES 23

The Venezelists claimed unanimous majorities in 16 provinces and a strong majority in six provinces. The Government had a majority in only three provinces. A number of Independents are also certain to support M. Venizelos, particularly the Rhallists.

[THROUGH REUTER'S AGENCY.]

COST OF WAR.

STIRRING SPEECH BY THE PREMIER.

THREE MILLION POUNDS A DAY.

LONDON, June 15th.

In the House of Commons Mr. Asquith, in moving for a vote of £250,000,000, said that this was the fifth vote of credit since the outbreak of war, and there had been three such votes in the financial year 1914-15. Normal supplies on a peace basis were voted before the war, consequently the credits provided for additional expenditure, making a total of £362,000,000, which was £5,000,000 in excess of the actual expenditure.

Mr. Asquith said that from April to the 12th June the daily cost of the war had amounted to £2,660,000, while in the future the Army and Navy expenditure would expand slightly, and our financial obligations to our Allies increase. Then the daily cost of the war would be at least £3,000,000.

He asked the country and the Empire to follow him in a wider survey of the situation. The Government had been reconstructed, but he must express his deep and abiding gratitude to his Liberal colleagues. To part from them was the most painful experience in his public life. An unparalleled situation had to be met, demanding the entire energies of the nation. Consequently, he had to consider how best he could respond to the call of public duty. Our national policy remained unchanged, namely, to pursue the war at any cost to a victorious issue. (Loud cheers.)

Mr. Asquith concluded by saying that the formation of a National Government demonstrated not only to the Empire but to the whole world that Britons were resolved wholeheartedly and without party distinction to prosecute the war with every moral and material force. (Cheers.) After saying that it was impossible to over-estimate the value of the entry of Italy, Mr. Asquith said he had always emphasised the gravity of the task and confidence in the ultimate issue. He deprecated blind counsel, hysteria and panic. (Cheers.) Our paramount duty was to obtain the willing and organised help of every Briton. (Cheers.) When our cause has been vindicated and there is once more peace on earth may it be recorded on that, the proudest day in the annals of the Empire, that there was no home, no workshop which did not take part in the common struggle and had not earned some share in the common triumph. (Loud and prolonged cheers.)

IRISH SUPPORT FOR THE GOVERNMENT.

Mr. Dillon, M.P., was loudly cheered on affirming on behalf of the Irish Nationalists their honest and sincere desire to aid the new Government to carry the war to a triumphant conclusion.

The House of Commons unanimously passed the credits.

LATER.

All the papers endorse Mr. Asquith's unflinching determination to continue the war to a victorious issue, and say that it remains only for Ministers to act upon Mr. Asquith's words.

NEUTRALS AND PEACE.

WASHINGTON, June 15th.

President Wilson has denied that America declined to participate in efforts for peace. Various neutrals declared that America had done everything possible to facilitate the movement for peace.

BARON BUCKMASTER.

LONDON, June 15th.

The Lord Chancellor (hitherto known as Sir Stanley Buckmaster) is gazetted as Baron Buckmaster of Chedlington.

STEAMER AFIRE.

LONDON, June 15th.

The steamer *Kingsland* with a cargo of jute is on fire in the harbour of Barcelona.

THE KING OF GREECE.

ATHENS, June 15th.

The King is now out of danger, but his Majesty's convalescence will be very lengthy.

[THROUGH REUTER'S AGENCY.]

BRITISH CONCESSIONS IN CHINA.

LONDON, June 15th.

In the House of Commons, Lord Robert Cecil (Under-Secretary for Foreign Affairs), said that no agreement exists with China regarding railway development by British subjects or British capital, though agreements signed with British Syndicates are communicated to His Majesty's Legation. The Chinese Government promised that certain railway concessions for which a British firm is negotiating shall, whether granted to that firm or not, be reserved for British subjects.

RESULT OF THE NEW DERBY.

LONDON, June 15th.

Following is the result of the New Derby, run at Newmarket:—

POSMERN 1
LET FLY 2
ROSENDALE 3

Seventeen ran; won by two lengths, three lengths separating Let Fly and Rosendale.

Betting: 11 to 10 against Posmern; 19 to 1 against Let Fly; 40 to 1 against Rosendale.

The weather was fine and there was an enormous crowd of spectators. O'Neill rode Gadabout. When fairly in sight of the winning post Posmern went to the front and maintained the lead to the end, winning in a canter.

GIFTS FROM HONGKONG.

The following letters expressing appreciation of gifts made by Hongkong ladies for the Belgian refugees and for the soldiers and sailors, have been sent to us by Lady May for publication:—

St. George's Hostel for War Refugees,

49, St. George's Road,

S.W.

April 29th, 1915.

Dear Madam,—Through the good offices of my sister-in-law, Mrs. C. J. Eyres, this letter is to have the benefit of the consignment of clothes which the Hongkong ladies have so kindly made for the destitute Belgian Refugees. I would like to think very warmly of all who have helped in the making and dispatching. They will all be very useful—the helmets will have to go to Belgian soldiers retreating to the Front, of whom there are a good many.

All presents of clothing are very warmly welcomed, and specially valued now, when the supply (not unnaturally after so many months) has greatly diminished. Though the demand is still steady, it is not so overwhelming as in the first weeks of the German invasion.

It has greatly touched the feelings of the destitute Belgians to know that friends in the most distant parts of the world have thought of their needs and set to work to supply them.

The whole of this Refugee work, in all its branches has, you know, grown out of Lady Lugard's little Committee, which had no idea of the huge organisation destined to grow from the small plant. Again thanking you all, I am, Yours very gratefully,

MARIE EYRES.

94, Marlborough Mansions

West Hampstead, N.W.

May 8th, 1915.

DEAR LADY MAY.—I was much delighted to receive your kind letter of April 1st and hear that you and your friends in Hongkong have sent off another box of garments to the Jackanapes Society—all the things you mention will very quickly be put into use—except the Baluchina caps. These are not needed in the Trenches now, but I fear they are sure to be still needed when the cold weather returns, and if we have mercifully ceased to fight by then, they will be useful for tubercular cases sleeping in the open air. I have been so much interested in visiting the wounded men in Hampstead Hospital, Private Wakefield K.O.Y.L.I. who is mentioned in the report I sent you was stationed in Hongkong some little time ago. He played in the 1st XI at cricket and now at Cedar Lawn Hospital plays on the lawns most keenly. I asked who ran the runs, and he replied: "We make those who have legs run for us!" There are a sad number with only one leg! Yours sincerely and gratefully,

H. EDES.

110, Murray Street,

Hoxton.

May 9th, 1915.

DEAR LADY MAY.—So many thanks for your kind letter and the different parcels which you have all so kindly sent us. The black things are specially useful for the poor mothers who during this trying winter lost some of their little ones: they feel they must have black and it cuts into their weekly money and gets them into debt, so we were glad to be able to help them.

The men's clothes were much appreciated by the Soldiers and Sailors Help Society as they deal with the wounded and discharged men. I sent another parcel to Miss Tucker who is dealing with such cases in Shoreham. I took some of the long white knitted jackets to the Chest Hospital of which I am a member of the Ladies' Committee and they are finding them very useful for the women during open air treatment. The Hospital is very good to any of our S.S.F.A. cases. Any things that do not seem quite suitable to be given direct to the women, we send to a Jumble Sale for the benefit of the Marine Hostel.

So you see we find a use for all you and the ladies of Hongkong so kindly send us, and Messrs. Shaw, Tomes, & Co. are so kind in repacking the contents of the cases in small parcels so we are able to cope with the things quite easily. Yours sincerely,

H. LLOYD THOMAS.

SHIPPING NOTES.

The South Manchuria Railway Co. are about to open a steamship service between Dairen and the South Seas, including Java, Sumatra, Borneo and the Celebes.

The Great Northern Steamship Company's liner *Minnesota*, which has been repaired at Nagasaki, left on the 10th inst. 36 days from the time she went into dock. She is taking on cargo at Kobe, Yokkaichi, and Shimidzu, and expects to reach Seattle on July 3rd.

With the increasing cost of new ships the demand for old ships expands and prices are steadily rising, says the *Japan Mail*. Cargo boats 25 years old have recently sold at between 172,000 yen and 228,000 yen. Their tonnage ranges between 4,000 tons and 4,700 tons. Time-charter rates also are very high, a boat of 7,000 tons being quoted at 28,000 yen per month. Bottoms of 6,000 tons will fetch 23,000 yen a month and those of 5,000 tons 18,000 yen a month. Business, however, is very slack lately owing to the scarcity of tonnage available for transactions.

The s.s. *Takai Maru*, 3,738 tons, owned

by the Meiji S.S. Co., has been contracted to be sold to the Okazaki S.S. Co., Kobe, for Y.450,000. She was purchased a few years ago from England by the former company.

Another vessel, the *Fetani Maru*, 2,823 tons, owned by the Kishimoto S.S. Co., Dairen, and registered at Dairen, has also been sold to Messrs. Katsuda & Co., Kobe, at the price of Y.173,000.

Some tramp-shipowners of Kobe and Osaka are now inclined to dispose of some of their vessels imported from abroad for the purpose of replacing them with new ones now being built at various home yards.

THE JAPANESE SHIPPING DISASTER OFF ALGIERS.

The *Manchurian Daily News* gives the following information relating to the Japanese ships recently in collision in the Mediterranean Sea:—

Telegraphic messages just to hand state that the *Yamashita S.S. Co.*'s s.s. *Yamato Maru*, 3,634 tons, chartered by Messrs. Kodera & Co., Dairen, which left Dairen on April 9th last, fully laden with bean oil, etc., for London, while on her way from Port Said to Gibraltar, collided with the O.S.K. s.s. *Malay Maru*, 4,515 tons, which was on her homeward journey, early on the morning of May 28th off Algiers on the African coast of the Mediterranean Sea, and foundered, and that Capt. S. Mita and 50 others on board the former were rescued by the latter and are now on their way home to Japan.

The *Yamato Maru* was built in 1880 in England, and was insured with the Tokyo Marine Insurance Co. to the amount of Y.305,000, comprising Y.180,000 for hull insurance and Y.125,000 for charter insurance.

She took in at Dairen altogether 4,440 tons goods, comprising 4,262 drums, 604 cases, and 31,000 casks of bean oil, 13,295 bags buckwheat, and 2,084 bags hempseed (worth Y.800,000 all combined), of which 2,000 cases worth Y.20,000 were consigned by Messrs. T. Yuna & Co., Dairen, and the remaining goods by Messrs. Kodera & Co., the charterers, and others at this port.

All the lost cargoes were, however, well protected by insurance companies and have caused immaterial loss, if any, to the consignors.

She was on her first trip to Europe, as was the other vessel, the *Malay Maru* (which left South Wales on the 17th ult. for Japan), and the collision is generally supposed to have taken place in the dense fog.

A LAUNCH THAT FAILED

INCIDENT AT NAGASAKI.

Owing to an unexpected hitch, the launch of the O.S.K. steamer *Manila Maru*, 9,430 tons, at the Mitsui Bishi Yard at Nagasaki, arranged for the morning of the 30th ultimo, had to be postponed. The launch was timed for 8.30, and Mr. Horri, President of the Osaka Shosen Kaisha, Admiral Tsuboi, and other distinguished visitors were present. When Mr. Horri had finished the reading and the naming which precedes these ceremonies, the signal was given, the wedges were knocked out and all impediments cast off. Instead of the steamer sliding gracefully down the ways into the water she just stayed where she was. Hydraulic pressure was applied and the services of a couple of tug-boats requisitioned, but all efforts were of no avail. Finally the launch was abandoned for the day and postponed to June 9th. However, the cold collision was ready at the Akinoura Club, and that could not wait till the ninth, so the guests ate it just as though the ship had been successfully launched.

An expert quoted by the *Jiji* says that the incident at Nagasaki is unprecedented. Whatever be the cause of the mishap, it will, he says, prove an excellent lesson to the Mitsui Bishi Yard.—*Japan Chronicle*. (The ship was successfully launched on the 5th inst.)

TENNIS LEAGUE.

H.K.C.C. & CIVIL SERVICE.

This match, postponed from Saturday, was played on the former's ground yesterday with the following results:—

Hewitt and Maas (H.K.C.C.) beat Bird and Wood 5-3; beat Ball and Hamilton 10-1; beat Biden and Tachi 10-1.

Murphy and Miskin (H.K.C.C.) lost to Bird and Wood 5-6; lost to Ball and Hamilton 3-6; beat Biden and Tachi 9-2.

Muriel and Leigh Bennett (H.K.C.C.) lost to Bird and Wood 2-9; lost to Ball and Hamilton 4-7; beat Biden and Tachi 7-4.

H.K.C.C. 60 games; Civil Service 30 games.

THE ABACUS & PAPER AND PENCIL.

AN INTERESTING TEST.

Extravagant statements are sometimes made concerning the merits of the abacus, as a calculating device—some appreciative, others critical. One is curious to know which is the more nearly true, that "for ordinary business purposes the abacus is superior to the adding machine," or that "the abacus is a cumbersome contraption fit only for a crude and primitive people." Is it truly a superior device that the West is too proud or too lazy to adopt? Are the schools of China giving distinctly inferior instruction in the third of the Three R's? Perhaps these questions have never before been answered fairly.

TEST BY TWO TEAMS.

The Y.M.C.A. Commercial School has just concluded an elaborate test to compare the mental method of the West, says a writer in the *Yokohama Gazette*, with the abacus method of the East. While the test may not, after all, be perfectly fair and the calculators not truly representative, the results seem to establish certain points soundly enough for scientific use. Of the 155 students of the Day School, all had been incessantly drilled during the term in either abacus work or else elementary arithmetic. Two teams of five students were chosen to compete against each other, one from the 120 students who study the abacus and one from the 35 students of the "rapid calculation" class. For one hour daily for four days the two teams raced the stopwatch in the presence of an enthusiastic gathering of students in the big auditorium.

RESULTS.

The results of the various tests follow: (1.) In accuracy, there was but very little difference. (2.) The pencil team was slightly better. (3.) When problems in addition and subtraction were dictated to the two teams, the abacus team finished in about two-thirds the time required by the pencil team. (4.) In dictated problems in multiplication and division, the abacus was usually, though not always, somewhat faster. (5.) For general business purposes, and for book-keeping and auditing especially, this was the only fair test. In problems of adding long columns, managing cash accounts, and figuring bills of goods—copied and placed before the contestants—the pencil team finished in from one-half to three-fourths the time used by the abacus team. (6.) When the pencil team worked from written problems and the abacus team from dictation, the pencil team generally won by a very narrow margin. Two men, thus, failed to accomplish what one accomplished.

At the closing exercises of the School on June 25th, the two teams will have a short race before the public in solving typical business problems. In the fall, classes in the abacus will be formed, but hereafter the subject will probably be made elective at the Commercial School.

SPAIN AND GIBRALTAR.

In a statement published Senor Azarrati, the well-known statesman, says:—

"If, as seems possible, the map of Europe is about to be altered, we must, instead of seeking other benefits, concentrate above all on the question of Gibraltar. We must make the integrity of the Motherland our chief aspiration."

Senor Azarrati does not share the general enthusiasm for the acquisition of Tangier, the possession of which would, in his opinion, be a burden. He would rather have Gibraltar, which he says might be exchanged for Ceuta. Great Britain would thus continue to dominate the Straits, while Spain would once more be entirely Spanish. He continues: "I am Anglophile, and should be happy if Spain were to be guided in politics by the influence and example of the admirable British nation. I should, however, like to extract this thorn of Gibraltar, which pricks us when we shake Great Britain's hand, so that we might be able freely to embrace the friendly nation."

HONGKONG TRAMWAY CO.

The following are the Company's figures for week ending 12th June, 1915:—

Receipts \$ 10,565
Decrease with corresponding week last year \$ 412
Aggregate to date:—
No. of weeks 24
Total \$259,040
Decrease to date \$ 27,830

British regimental badges are in high favour with the French people, and soldiers home from the front report that there is keen competition for those of the Royal Field Artillery. The reason is that the R.F.A. badges are considered an omen of success, "R.F.A." being taken to mean Russia, France, and Angleterre.

BATTLE OF THE DARDANELLES.

SEDDUL BAHR LANDING.

SPLENDID BEHAVIOUR OF BRITISH TROOPS.

(BY A. ASHMEAD-BARTLETT.)

Dardanelles, April 30th.

Whilst the Australians and New Zealanders have been fighting so gallantly against heavy odds north of Gaba Tepe, the British troops have crowned themselves with equal laurels at the southern end of the Gallipoli Peninsula.

The story of the landing of the Twentieth Division, assisted by units of the Naval Division and by the crews of the battleships, is, indeed, a splendid one, and could have only been brought to a successful conclusion by the most devoted heroism and self-sacrifice of our officers and men. But the results justify the sacrifices. A firm foothold has been obtained, and already our line stretches across the southern end of the whole of the Peninsula along the lower slopes of the height of Aki Baba, with both its flanks secured by the fire of our warships.

ARMY'S HEAVY TASK.

The task before the Army is a heavy one. Our position is now perfectly secure, and the Army holds a fine tract of flat country with many convenient landing-places, where troops, stores, munitions, and guns can be landed in perfect immunity from the enemy's guns, except for the occasional shelling of some battery on the Asiatic shore.

The problems which the landing parties had to face when landing in Southern Gallipoli were of a different character from those which the Australians successfully solved further north. The cliffs are not high and irregular, but rise from fifty to a hundred feet from the water's edge. In places there is no foreshore, and jagged rocks make a landing impossible, but there are at intervals stretches of beach, and five of these were selected for the disembarkation of troops, each under the covering fire of warships.

Two of these landing places are on the western shore, and are known by the letters V and X. A third known as W beach lies between Cape Tekke and Cape Helles. A fourth, known as Y beach, is between Cape Helles and the fort and Castle of Seddul Bahr, and the fifth, known as S beach, is east of Seddul Bahr in Morto Bay.

HEIGHTS OF AKI BABA.

Once you have climbed the low cliffs at any of these points you find yourself on an open grassy plateau which stretches inland for about two miles until the ground becomes more hilly and broken as you approach the village of Kirithia, and the slopes of the dominating heights of Aki Baba, which rises some 700 feet above the sea. The immediate flat plateau is partly cultivated and partly grass, covered with scattered brushwood.

It was hoped that the trenches would be rendered untenable by the fire of the ships' guns, but these expectations failed to be realised. I can explain in detail as I describe what happened on each beach, starting from Y on the left and gradually working round the southern point of the peninsula to S beach in Morto Bay.

The landing on Y beach was covered by the cruisers *Dublin*, *Anaethet*, and *Sappho*. Two battalions and one company were put ashore there. The landing at this point was accompanied by a firm opposition, and the troops obtained a firm footing on the cliff, but when they attempted to advance inland according to the prearranged plan they encountered a very stiff opposition, and the attacks from W and V beaches being held up on the edge of the beach all day, the troops advancing from Y beach were outflanked and obliged to retire after suffering heavy losses.

It was then decided to re-embark this force on Monday morning, and this was successfully accomplished under a heavy covering fire from the ships' guns.

BATTLESHIP ACTION.

The landing on X beach was the most successful of all, as it was carried out without any loss, chiefly owing to the tactics adopted by the landing ship, the *Implacable*.

At dawn the covering ship, the *Swiftsure*, opened up a fierce bombardment of the cliffs above X beach, and then at 5.32 a.m. the *Implacable* herself stood in close to the shore with an anchor down until she actually reached the six fathom limit.

From this, only 500 yards from the shore, she plastered the top of the cliffs with 12in. shrapnel, and the foreshore with her 6in. guns. The enemy could not show his head above the cliffs under this terrible storm of shell, and the troops went right in and obtained a firm footing on the edge of the cliff, where they entrenched.

The troops advanced about 1,000 yards inland, but were then counter-attacked in great force, and found their right wing exposed owing to the advance from W beach being held up all day. They were also greatly annoyed by a Turkish battery near the village of Kirithia, but the position being signalled it was knocked out by the fire of the *Implacable*'s guns.

A DESPERATE STRUGGLE.

Nevertheless, in spite of these attacks, the troops from X beach held their ground inland for the whole day, but at night the Turks counter-attacked in force, and our men were slowly driven back to the cliffs. Here they hung on all night in a most gallant fashion in shelter trenches, and on the following morning (Monday, April 26) they were once more able to advance.

The cliffs along this stretch are covered with Turkish trenches and bomb-proof shelters, and they seem to have suffered very little from the previous bombardments, and that which preceded the landing. The ground is cut up into huge craters by the 12in. and 6in. shells, but in very few instances have the shells actually destroyed the trenches.

We now come to the desperate struggle which raged all day for W beach and the adjoining hills between Cape Tekke and Cape Helles. Here there is a bay with a broad stretch of sand, and the shore recedes, a valley running inland. This sandy beach is commanded on the left by Cape Tekke, 100ft. high, and on the right by the continuation of the cliffs which end in Cape Helles. The landing parties had to land on a wide expanse of sand, commanded on both sides by hills, and to force their way up this semi-circular valley inland.

DEADLY FUSILLADE.

Everywhere the Turks had made trenches, protected by barbed wire and held in force, whilst their snipers hidden in the foreshore ground covered every yard of the foreshore with a deadly fusillade. The place can only be described as a death-trap. At dawn for

three-quarters of an hour it was swept by a tremendous fire from the covering ships, which it was hoped would effectively destroy the barbed wire on the foreshore which was known to exist.

Just at daylight the troops were taken inshore from the cruiser *Burgulus* in eight tows. Three of these tows made for the cliffs on the right, three others for the beach itself, and the other two kept more in to the left under Cape Tekke. All were exposed to a heavy fire while approaching the shore, but the four tows which had made for the cliffs to the right reached the beach, and the men immediately scaled the cliffs and obtained a footing on the crest right under the Turkish trenches. Here they were held up, and could advance no farther.

The conduct of our troops throughout the day was splendid, and they literally clung to the edge of the cliff on both sides of the fatal beach, for the tows on the left, which had made for the shore, and the same tows on the right, had landed on the beach itself found themselves confronted by a solid hedge of uncut barbed wire, and exposed to a terrible cross-fire from pom-poms, maxims, and snipers concealed everywhere. In the cliff you can see holes dug out, in which these maxims were concealed, that rendered them perfectly immune from the shell fire from the ships.

STORMING THE CLIFFS.

Every effort was made to cut the wire, but almost all those who landed in the centre were shot down. This beach party, detachments of Engineers, and some of the Royal Naval Division, who were coming ashore in the second tows, made for the shelter of Cape Tekke, and hearing the shouts of our men on the top of the cliffs, they swarmed up, rifles in hand, to their assistance.

This timely aid enabled our troops to advance a little and they captured a Turkish trench, in which they installed themselves, and thus in a measure checked the enfilade fire on the foreshore. Thus, these parties on either cliff hung on and shot so accurately that the Turks did not dare leave their trenches and charge them, and showed no inclination to come to close quarters with such an indomitable foe.

At ten a.m. another regiment was landed, which, sweeping up the valley, cleared the Turks off the skyline. It then became possible to remove the wounded from the beach, to cut the barbed wire, and to start disembarking stores and ammunition.

That afternoon our men even succeeded in advancing a little inland, and some companies worked their way east along the cliffs to try to assist the troops who were endeavouring to get ashore on the beach between Cape Helles and Seddul Bahr. This advance was for a time successful, and some of the enemy's trenches were captured, but the line having become very attenuated, our men had to fall back to the immediate crest commanding W beach. Here they occupied the trenches out of which they had driven the Turks earlier in the day.

HEROIC MIDSHIPMAN.

That night the situation again became very serious, for the Turks having brought up large reinforcements counter-attacked most determinedly. The beach parties of officers and blue-jackets and the detachment of Engineers and of the Naval Division who were disembarking stores on the foreshore, were ordered to pick up their rifles and reinforce the firing line. In the darkness many of the rifles could not be found, but every man who could obtain a weapon went forward to assist the troops, whilst the remainder carried up a continual stream of fresh ammunition from the beach to the firing line in a most gallant manner.

One midshipman, whose name I unfortunately have not got, covered himself with dozens of bullet wounds and carried them forward. Before he reached the firing line he was hit three times full in the chest by bullets, all of which struck the bandoliers without doing him any harm except to knock him down.

With this reinforcement the thin khaki line held on throughout the night, and the troops were driven off with heavy loss.

On the following day more troops were landed on W beach, and the whole line, joining up with the troops on X beach, was able to move forward and get astride the peninsula.

Everywhere there is a scene of destruction and desolation, trenches knocked into shape by heavy shrapnel, abandoned kits, broken rifles, and so forth. It is only by visiting the ground that you can realise what a wonderful feat of arms was accomplished there on that historic Sunday, April 25.

MOST TERRIBLE LANDING.

We now come to the most terrible of all the landings which took place, that on Y beach, between Cape Helles and Seddul Bahr. The general configuration of the ground is much the same as that of W beach, which I have already described. There is the same sandy foreshore with a broken valley running inland to the hills behind, enfiladed by hills on either flank. But these hills are very different to those overlooking W beach, because on them are built the forts of Seddul Bahr, which formerly defended the entrance to the Straits until they were knocked out by our guns.

The work on the left is a solid one, which has stood the bursting of innumerable shells, and very well. The two great guns mounted there have been knocked out, but their emplacements badly shattered, but the bombproofs and ammunition chambers remain intact. Running back from this fort is a perfect network of trenches and barbed wire, which go right round the semi-circular valley overlooking the beach, and finally join up with the old castle and fort of Seddul Bahr on the farther side.

The Turks had mounted pom-poms on the Cape Helles side of the position, and had the usual snipers concealed everywhere. On the right the picturesque old castle of Seddul Bahr fronts the Straits. It is now sadly battered about by our shells, but nevertheless still presents a solid mass of masonry, in which sharpshooters and maxims could be concealed.

RUINED SEDDUL BAHR.

Just east of the castle are the remains of the great battery which was silenced by our guns on Feb. 19 and 25, and whose 12in. guns were finally demolished by a landing party of Marines and blue-jackets. Behind the fort and castle lies the remains of the village of Seddul Bahr, in which there is not a single house left standing, for all have been destroyed by the repeated bombardments of the castle and fort. Nevertheless, the ruins and gardens provide excellent cover for the enemy's sharpshooters from which they could snipe the foreshore.

Behind the remains of the village the ground again rises to a height known as 141, on which the Turks had constructed a perfect maze of trenches and barbed wire, and from

which they could dominate the beach at point-blank range. The foreshore and valley leading inland were likewise protected by trenches and wire, and the whole position, indeed, one of the most formidable which troops have ever attempted to take, even under normal conditions. But when it is remembered that they had to be landed in boats rowed ashore without a particle of cover the feat becomes almost inexplicable.

LINER RUN ASHORE.

The landing on V beach will ever remain memorable for the novel experiment of running a liner full of troops deliberately ashore, and thus allowing them to approach close in under cover without being exposed as in the case in the open boats. There seems to be a general consensus of opinion that a great many lives were saved by the cover which her steel sides afforded to the hundreds of soldiers crammed between her decks.

Great doors were cut in her sides to allow of a rapid disembarkation, and wooden gangways slung from ropes sloped gradually down from these doors to her bows, so that men could pass down on both sides in single file, and either jump into the water if it was not too deep, or on to the ladders which were towed in with her. Her bridge was made a citadel with steel plates, and twelve maxims also protected by these improvised casemates, and manned by the maxim section of the Naval Division, were placed in her bows and lower bridge to sweep the shore when the troops disembarked.

Over 2,000 men were stowed on board when at dawn, after a rapid bombardment from the battleship *Albion*, the *River Clyde* slowly steamed towards the shore. She was preceded by the usual eight tows of steam pinnaces and boats which were to land the covering party, but it would seem as if the *River Clyde* and the boats reached the shore simultaneously. Those in the boats suffered terribly from a tempest of rifle fire, machine guns, and the four pom-poms, which swept the foreshore.

EXCITING SCENES.

Along the front of the beach is a bank of sand about four or five feet high, and the survivors and wounded crawled behind this, which gave them some cover from the leaden storm.

Meanwhile the *River Clyde* had gone ashore faster than had been intended, bow on close to a reef of rock. The rock was too deep to allow of men leaping from it, and this contingency had not been foreseen, and a steam-hopper was brought up, and also run ashore to provide a gangway from the wooden gangways on either side.

But this was not sufficient, and it was necessary to drag a lighter to the far side of the hopper, before the troops on board could attempt to disembark. Some gallantly volunteered to get a line ashore and hold the lighter in position. They ran down the gangway under a hail of bullets, leapt on to the hopper, and from there into the sea, and reached the reef of rock which runs out from the shore. Here they held the lighter in position, and called on the soldiers to leave the ship.

During the whole of this time the *River Clyde* was being subjected to a perfect tornado of rifle, maxim, and pom-pom fire, the bullets rattling against her sides like hailstones. Certain troops on board knew it meant almost certain destruction to leave her, yet at the call of their officers about 200 dashed down the gangway on the starboard side and attempted to reach the reef. Some were shot on the hopper, others on the reef, and many of the survivors no sooner reached than they fell. A few only survived, and lay under the shelter of the bank, of which I have already spoken.

It was seen that it would mean annihilation to the whole force if any further attempt to disembark was made, and the attack was accordingly postponed.

FLEETED WITH BULLETS.

Later in the morning another attempt was tried. On seeing the movement had failed the battleships *Cornwallis* and *Albion*, and also the *Queen Elizabeth* opened a furious bombardment on Seddul Bahr, the hills behind, and on the Turkish trenches, endeavouring to silence the pom-poms. Throughout the entire day the *River Clyde* lay ashore with her 2,000 men packed like sardines between her decks, and with officers crowded against her protected plates, but could not penetrate them, whilst the sharpshooters on shore tracked off everyone who dared show his head above cover. The Turks on the Asiatic shore endeavoured to destroy the *River Clyde* by howitzer fire, but this was kept under by the covering warships in the Straits. Nevertheless, she was pierced by four big shells, all of which, fortunately, failed to explode.

It was decided to postpone all further movement until after dark, and then to endeavour to get the companies of the troops ashore on the beach, advanced along the shore, and captured some of the Turkish trenches on the hill overlooking Y beach on the left, and also two of the pom-poms, but they were forced to retire at night.

THE DISSEMBARKATION.

Thus the position remained unchanged until eight p.m., when it was sufficiently dark to make a fresh attempt to disembark. So far, almost the entire force was got ashore without the Turks firing a shot. On landing the troops were not pushed straight up the valley in front, but eastwards to get the shelter of the cliffs under the castle of Seddul Bahr.

At eleven o'clock the enemy was alarmed, and again opened up a furious fusillade, sweeping the whole beach, but our men had received instructions to lie down under cover, and suffered but small loss.

Thus, on the night of April 25 a firm hold was obtained on the shore, the entire force landed, and the old ruined fort, partly occupied by the Turks, was taken, and a further advance through the ruined village was tried. On the left the attack was held up by machine guns placed in some of the towers of the castle, and our men had again to take cover whilst the *Cornwallis* demolished it with her guns.

There was a lot of hard fighting amidst the ruins of the village behind the castle before our troops could clear out the snipers and thus gain the open country beyond, where the weary attack found itself confronted by the earthworks and barbed wire on Hill 141.

ATTACK ON TRENCHES.

About eleven a.m. commenced a final attack on the Turkish trenches on Hill 141. The losses were severe, but at noon the position was taken and the Turks fled. Thus at length, after these unparalleled exertions, V beach, like the others, was cleared, and the way paved for a further advance inland.

The ruins of Seddul Bahr present an amazing spectacle. The castle, forts, and village are now little but a jumble of crushed masonry. The guns of the forts lie smashed into huge tons of steel, and have been thrown by the force of the explosions several yards from their mountings. Great piles of unused ammunition are stacked up beside them. The old towers of the castle are partly standing, although riddled by huge shells. The barracks at the back have been gutted by shells and flames.

In the village beyond it is difficult to follow the line of the streets, as the houses, or shops, and gardens seem to have been thrown into a great hot and all boiled up together. Everywhere the ground is scattered with debris of this terrible fight, fragments of shell, scattered graves, great stains on the stones, knapsacks, great coats, broken rifles, twisted bayonets, soldiers' caps and helmets, and tattered heaps of uniforms and clothes.

Not a living soul is left in the village, which is deserted except for the stray soldiers sightseeing, and a horde of starving cats prowling around amidst the ruins of their former homes. The interior and roofs of the houses have fallen in and lie mixed up with furniture, bedding, firebricks, and cooking utensils. It is a scene of awful desolation.

ASTIDE THE PENINSULA.

Beyond the village you can follow the line of the last attack, which ended in the capture of the Turkish trenches on Hill 141, by the graves, the barbed wire, and the amazing mass of trenches, which twist and turn in all directions, many having disappeared altogether under the terrible rain of shell from the ships.

It only remains to mention what happened on S beach, which lies between Seddul Bahr and Do Totts battery. Here some seven hundred men were put ashore from trawlers and succeeded in establishing themselves on the cliffs, and held their position in the face of a stiff opposition until this wing was taken over by the French. A company was also landed at Gaba Tepe, the little boat has been nesting just east and under the ruined fort of Seddul Bahr, but it could make no progress up the steep cliffs into the village in face of the enemy's fire, and had to be withdrawn.

It has cost us dearly to get astride the Gallipoli Peninsula, but there is no finer tale in our history than that of the deeds which were performed on Sunday, April 25, by Australian, New Zealand, and British troops, supported with equal gallantry by the officers and men of our warships. Neither must we forget the role played by the French, who, landing on the Asiatic shore occupied Kum Kale and captured five hundred Turkish prisoners, but were then withdrawn according to the pre-arranged plan.

Many are the stories of the individual gallantry of officers and men which will probably remain for ever untold, and many a hero who deserves the Victoria Cross now lies beneath the soil.

SHIPPING IN PORT.

STEAMERS.

ANNA, Norwegian str., 1,617, T. Odner, 8th June—Bangkok 1st June, Rice and General.—Thorburn & Co.
BAMORA, British str., 1,677, F. G. Pittam, 9th June—Bombay 4th June, General.—Jardine, Matheson & Co.
CHANGWU, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.
CHINGKOW, British str., 1,195, J. Doyle, 12th June—Karatsu 8th June, Coal.—Dodwell & Co.
CHITREX, Chinese str., 1,177, Wm. Ross, 9th June—Shanghai 1st June, General.—Chinese.
FOOLEE, Chinese str., 1,376, B. Migaoka, 14th June—Wei-hai-wei 10th June, General.—Chinese.
FOOSHING, British str., 1,143, J. M. Hay, 14th June—Hongkong 11th June, Coal.—Jardine, Matheson & Co.
FUKURA MARU, Japanese str., 1,929, T. Okagaki, 13th June—Mojji 7th June, Coal.—Mitsui Bussan Kaisha.
HORSANG, British str., 1,359, C. A. Robertson, 11th June—Bangkok 4th June, Rice.—Jardine, Matheson & Co.
HONGWAI, British str., 2,090, J. Mason, 12th June—Penang 8th June, General.—Chinese.
HSINGCHANG, Chinese str., 1,428, Munro, 16th June—Tientsin 7th June, General.—Chinese.
IOLA, British str., 2,402, R. S. B. Butler, 15th June—Chingtao 9th June, General.—David Sassoon & Co.
KUMAKATA MARU, Japanese str., 1,343, M. Tadokoro, 12th June—Karatsu 5th June, Coal.—Dodwell & Co.
KWANGTAN, Chinese str., Stewart, 12th June—Shanghai 9th June, General.—Chinese.
KWONGSANG, British str., 1,428, W. F. Richard, 15th June—Shanghai 9th June, General.—Jardine, Matheson & Co.
LORDREX, British str., 2,053, B. L. Coats, 8th June—Dairen 1st June, Bean Oil.—Dodwell & Co.
NORIMARU MARU, Japanese str., 1,633, S. Hibi, 15th June—Mojji 6th June, Coal.—Beasley & Co.
MITSUKI MARU, Japanese str., 2,708, T. Nakamura, 8th June—Penang 31st May, General.—Dodwell & Co.
NISHIO MARU, Japanese str., 842, Y. Nakano, 14th June—Bangkok 5th June, Rice and Timber.—Chinese.
PERRINUS, British str., 4,819, G. Rodway, 13th June—Singapore 1st June, General.—Butterfield & Swire.
TAIHEI MARU, Japanese str., 2,123, T. Mochizuki, 13th June—Dairen, Coal and General.—Mitsui Bussan Kaisha.
TAIWAY MARU, Japanese str., 1,145, H. Sakai, 13th June—Touane 10th June, General.—Dodwell & Co.
TEAR, British str., 1,561, Trowbridge, 11th June—Manila 8th June, Sugar and General.—Butterfield & Swire.
TILKINI, Dutch str., Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.
TIVATROK, Dutch str., 8,600, J. N. Bouman, 13th June—Munko-Java 20th June, General.—Java-China-Japan Lijn.
TONGKIE, Chinese str., 893, M. Honda, 13th June—Bangkok 4th June, General.—Chinese.
TUNGSAN, British str., 2,599, G. W. Muir, 10th June—Chingwantao 3rd June, Coal.—Dodwell & Co.
UNKEI MARU, Japanese str., 898, J. Kamazaki, 1st June—Wakamatsu 25th May, Coal.—Mitsui Bussan Kaisha.
WIMBORUM, British str., 2,267, Cantell, 12th June—Chingwantao 8th June, Coal.—Dodwell & Co.

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Hongkong, 15th June, 1915.

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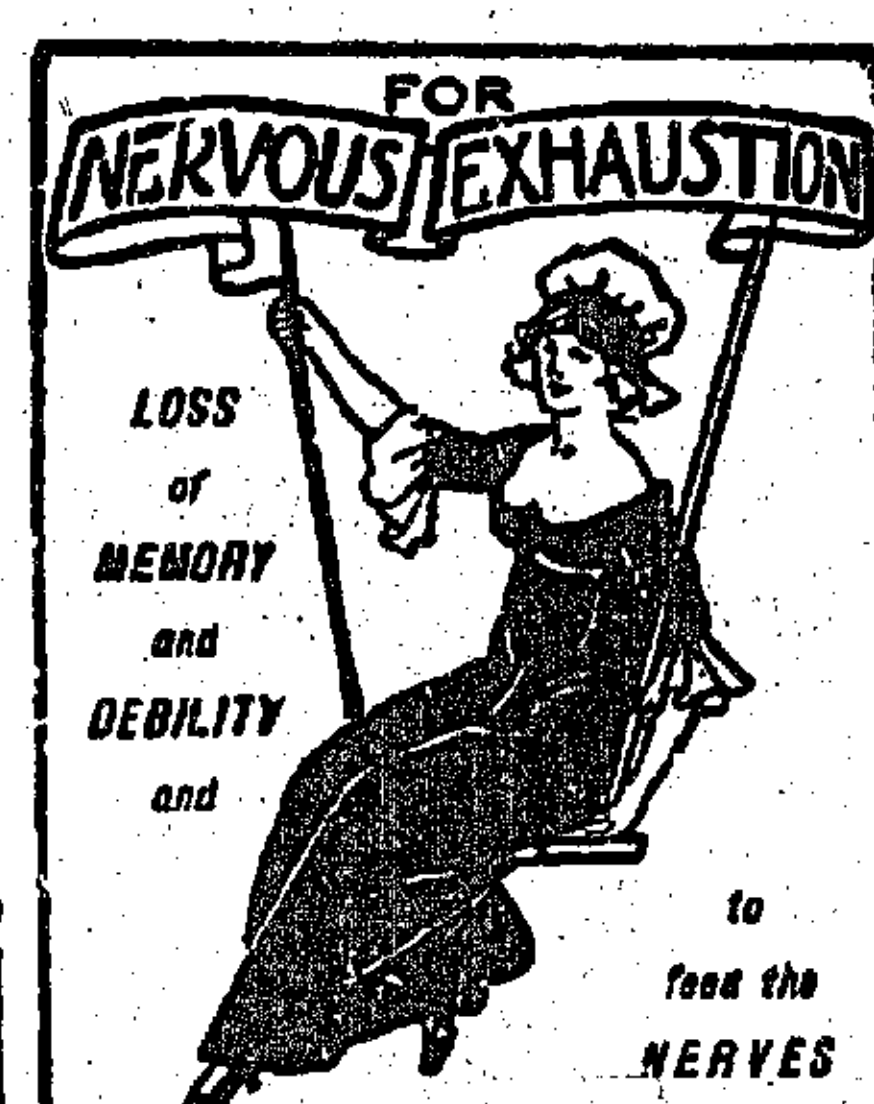
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Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 29th June.
* NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots' ...	TUES., 27th July.
CHIYO MARU	22,000—21 knots ...	TUES., 24th Aug.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

DESTINATION	STEAMERS	TONS	DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	{ HIRANO MARU Capt. H. Fraser,	16,000	{ THURSDAY, June, at Noa.	17th
	{ KATORI MARU Capt. D. A. H.	10,700	{ THURSDAY, July, at Noa.	1st
VICTORIA, B.C. and SEATTLE VIA SINGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	{ TAMBA MARU Capt. Nagasawa,	12,500	{ TUESDAY, June, at 4 p.m.	29th
	{ YOKOHAMA MARU Capt. Komatsubara,	12,500	{ THURSDAY, July, at 4 p.m.	8th
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ NIKKO MARU Capt. Takeeda,	9,000	{ FRIDAY, July, at 4 p.m.	16th
	{ HITACHI MARU Capt. Tominga,	11,200	{ TUESDAY, August, at 11 a.m.	17th
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	{ SANUKI MARU Capt. Tsuda,	12,600	{ SATURDAY, June.	26th
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	{ KIRIN MARU Capt. Sasaki,	8,000	{ MONDAY, June.	21st
KOBE and YOKOHAMA ...	{ COLOMBO MARU Capt. Sakamoto	8,000	{ MONDAY, July.	5th
SHANGHAI, MOJI and KOBE	{ BOMBAY MARU Capt. Ohta	8,000	{ FRIDAY, June.	25th
NAGASAKI, KOBE and YOKOHAMA	{ HITACHI MARU Capt. Tominga,	13,500	{ FRIDAY, July, 10 a.m.	16th
SHANGHAI KOBE and YOKOHAMA	{ MISHIMA MARU Capt. Wada,	16,000	{ TUESDAY, June, at 10 a.m.	29th

{ Wireless Telegraphy.

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Steamer	Displacement	Tons and Speed	Sails
KIYO MARU	... 17,200—15 knots		Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—
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King's Building.

TELEPHONE 294. [216]

PASSENGER SEASON FOR 1915

FOR EUROPE.			
	Steamer.	Displacement.	Leave Hongkong
HIRANO MARU	...	16,000 Tons	Thurs., 17th June
KATOBI	...	20,000	1st July
KAMO	...	16,630	18th July
KASHIMA	...	20,000	29th July

FOR AMERICA.			
		Displacement.	Leave Hongkong
TAMBA MARU	...	12,500 Tons	Tues., 29th June
YOKOHAMA	...	12,500	Thurs., 8th July
SADO	...	12,500	Tues., 27th July
AWA	...	12,500	10th Aug.

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VIA SHANGHAI.
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OUTWARD		TO SAIGON
FOR	STEAMER	
SHANGHAI, KOBE AND		
YOKOHAMA	V. CIOTAT	On 28th June.
(Without Transhipment)		
HOMeward		
MARSEILLES VIA SAIGON AND		
PORTS	CHILI	On 26th June, at 1 P.M.
(Without Transhipment)		

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2nd Saloon	"A"	"	"	\$48.	\$72.
	"B"	"	"	\$44.	\$66.
				MARSEILLES	
1st Saloon	"A"	Accommodation	Single	\$66.	Return \$99.
	"B"	"	"	\$60.	\$90.
2nd Saloon	"A"	"	"	\$46.	\$69.
	"B"	"	"	\$42.	\$63.
IN ADDITION TO THE ABOVE MAIL STEAMERS					

29	Steamer	Captain	Leaving
N	FOR TAMSUI AND KRELUNG VIA SWATOW AND AMOY		
	Steamer	Captain	Leaving
	"KAJO MARU"	Y. Yamamoto	SUNDAY, 24th June, at N
	FOR ANPING AND TAKAO VIA SWATOW AND AMOY		
	Steamer	Captain	Leaving
	"SOSHU MARU"	A. Kobayashi	WED'DAY, 23rd June, at 10
	FOR HAIPHONG (DIRECT).		
	Steamer	Captain	Leaving
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Y.		about	about	about	about	about	about	
oon.		June 21	July 1	July 7	July 13	Aug. 12	Aug. 2	
	KARMAIA...	July 12	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 1	
	KASHGAR ...	Aug. 18	Aug. 26	Sept. 1	Sept. 7	Oct. 8	Oct. 1	
	NOVARA ...	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 2	
	SIMLA ...	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 1	
	NANKIN ...	Oct. 23	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 1	
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